

QA-21409 96-28

8 DEC 1996

DEAR POCKET CLERK: FHWA-97-2350-12
I HOPE YOU WILL FORWARD
MY OPINION TO THOSE WHO ARE
INTERESTED IN MAKING CHANGES
CONCERNING THE HOURS OF SERVICE
REGULATIONS. I HAVE BEEN DRIVING
PROFESSIONALLY FOR ALMOST SIX-
TEEN YEARS.

THE ONLY PEOPLE WHO WANT
THE HOURS OF SERVICE CHANGED
ARE THOSE WHO AREN'T PAID
ENOUGH FOR THE HOURS THAT THEY
DRIVE. THE ONLY PEOPLE WHO
WOULD BENEFIT FROM RAISING THE
HOURS OF SERVICE REGULATIONS ARE
THOSE WHO MAKE THEIR MONEY
FROM TRUCK DRIVER'S HARD WORK.

I BELIEVE THAT THE HIGHWAY
MORTALITY RATE WILL INCREASE IN
A SIGNIFICANT WAY IF HOURS OF
SERVICE ARE RAISED. I CHALLENGE
ANY LAWMAKER WHO IS CONTEMPLAT-
ING A CHANGE IN THE HOURS OF
SERVICE TO SPEND SIXTY HOURS PER
WEEK BEHIND THE WHEEL FOR A
MONTH IN A CLASS 8 TRUCK. THE
GENERAL POPULATION IN THE U.S.A.
WOULD REVOLT IF THEY HAD TO
WORK SIXTY HOURS PER WEEK.
PROFESSIONAL TRUCK DRIVERS (over)

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POCKET

THE TRUCK DRIVERS IN FRANCE
JUST HAD A MAJOR STRIKE THAT
SHUT THE ENTIRE COUNTRY DOWN,
BECAUSE OF HOURS OF SERVICE
CHANGES PROPOSED THAT WOULD HAVE
BROUGHT THEIR WORK WEEK TO
WHERE OURS IS NOW!

I READ A STUDY CONDUCTED
SOME YEARS AGO THAT WANTED TO
IDENTIFY THE AREAS OF HIGHEST
STRESS IN EXECUTIVE LIFE. IT WAS
FOUND THAT THE HIGHEST LEVEL OF
STRESS IN THE EXECUTIVES SURVEYED
OCCURRED DRIVING TO AND FROM
WORK. I'M ON THE ROAD RIGHT NOW
OR I WOULD HAVE FOUND THE STUDY
AND SENT IT TO YOU. DRIVING CLASS
B TRUCKS IS MORE STRESSFUL THAN
ANYTHING PASSENGER CAR DRIVERS
EXPERIENCE.

THE LAW WRITTEN IN 1937 CON-
CERNING HOURS OF SERVICE IS PERFECT
IN 1996, SO I HOPE YOU WILL NOT
CHANGE IT. TEN HOURS OF DRIVING
PER DAY IS ENOUGH.

THERE IS ROOM FOR IMPROVE-
MENT IN WHAT IS AT THE ROOT
OF THE PROBLEM. THE FOLLOWING

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THE LONG-FORM OF my D.O.T.
PHYSICAL WAS COMPANY PROPERTY,
DESPITE THE FACT I HAD PAID
FOR IT, EITHER IN REDUCED INITIAL
WAGES, OR OUTRIGHT IN CASH.

C. REQUIRE BY LAW THAT ALL
TRUCKS USED IN TEAM OPERATIONS
BE EQUIPPED WITH DOUBLE BUNKS.
MANY COMPANIES (LIKE FRITO-LAY
INC., WHOSE YEARLY PROFITS ARE
IN THE HUNDREDS OF MILLIONS), NOW
FORCE TEAM DRIVERS TO WORK OUT
OF TRUCKS WITH ONE BUNK. DURING
DOWN TIME DUE TO WEATHER OR
OTHER CONDITIONS, ONE DRIVER IS
FORCED TO SLEEP ON THE DOGHOUSE
OR FLOOR, AND WILL LOG OFF DUTY
IN THE SLEEPER ILLEGALLY. ONLY A
CHANGE IN LAW WILL KEEP COMPANIES
LIKE FRITO LAY INC. FROM EXPLOIT-
ING DRIVERS IN THIS WAY.

D. PASS A FEDERAL LAW THAT
IMPOSES A MANDATORY FINE OF
\$1500 FOR ANYONE CAUGHT LEAVING
A CONTAINER OF URINE AT A REST
STOP, ROADSIDE, OR ANY OTHER
AREA. THIS REVOLTING PRACTICE IS
BECOMING MORE AND MORE COMMON

Bill Woodward
P.O. Box 1388
Orem, UT 84059-1388

BUCKET PAGE

8-DEC 1996

SUGGESTIONS ARE SUBMITTED FOR
YOUR CONSIDERATION:

A. PASS A FEDERAL D.O.T.
LAW THAT REQUIRES ALL MOTOR
CARRIERS TO USE THE SAME REFERENCE
WHEN COMPUTING PAID AND DEADHEAD
MILEAGE. MAKE SURE THE LAW IS
SPECIFIC IN SPECIFYING THAT THE
ROUTE MUST BE COMPUTED TRAVELLING
ON ROADS LEGAL FOR CLASS 8
TRUCKS, FROM CITY LIMIT TO CITY
LIMIT. THIS CHANGE WILL ELIMINATE
MUCH OF THE REASON SOME PEOPLE
WANT HOURS OF SERVICE CHANGES.
WE LOSE FROM 6% TO 9% OF OUR
MILEAGE BECAUSE OF THE FLAWED WAY
MILEAGE IS NOW COMPUTED USING
ROAD McNALLY OR THE MOVER'S GUIDE.
HOW WOULD YOU LIKE TO WORK THREE
TO FOUR WEEKS PER YEAR FOR
FREE, LIKE TRUCK DRIVERS DO NOW?

B. REQUIRE THAT THE DRIVER BE
GIVEN A COPY OF THE LONG FORM
OF THE D.O.T. PHYSICAL, AND REQUIRE
~~THAT~~ IT BE IN THE POSSESSION OF
OVER THE ROAD (NOT LOCAL) DRIVERS.
IT SEEMED WRONG TO ME THAT WHEN
I WOULD OCCASIONALLY CHANGE JOBS,
THAT THE FORMER COMPANY I
WORKED FOR WOULD CLAIM ~~THE~~
ROCKETTE FILE
~~THE~~ (over)

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AND MUST BE STOPPED.

E. IMPOSE A MANDATORY FINE OF \$2500 AND LOSS OF DRIVER LICENSE FOR SIX MONTHS FOR ANYONE CAUGHT THROWING LIT CIGARETTES OR OTHER BURNING OBJECTS OUT OF THEIR VEHICLE. I SEE PEOPLE DO THIS ALL OF THE TIME, AND I KNOW THAT MANY OF THE FOREST FIRES THAT CAUSE MILLIONS OF DOLLARS IN DAMAGE ARE CAUSED IN THIS WAY.

F. REQUIRE THAT IF A MOTOR CARRIER REFUSES A JOB APPLICANT EMPLOYMENT, THAT THE REASON BE GIVEN IN WRITING TO THE DRIVER APPLICANT.

I HOPE THAT THESE IDEAS WILL HELP.

SINCERELY,


DOCKET mc-96-28-20 W. L. Woodward
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L.B. HUNT
TULSA, TX TERMINAL

COPY TO: TUCKER'S NEWS (1)

U.S. DEPARTMENT OF TRANSPORTATION
ADMINISTRATION
96 DEC 16 PLZ: 26
LEGS./REGS. DIV.

K. Don McMillan
703 Cherrywood Rd.
Dear Sir: Cabot, Arkansas 72023

12-11-86
96-28

I AM PROFESSIONAL DRIVER AND OWNER
OPERATOR OF ONE TRUCK AND TRAILER. I THINK
THE MAIN PROBLEM I'VE SEEN WITH LOGGING
+ LOG BOOKS IS THE FACT THAT THERE IS
A LOT OF DRIVERS THAT SIMPLY DON'T KNOW
HOW TO RUN A LOGBOOK. A LOT OF IT GOES
BACK TOO THE DOT ON THE FEDERAL +
THE STATE LEVEL TRYING TOO LISTEN TOO
THE WRONG DRIVERS WHO HAVE SUPPOSEDLY
BEEN DRIVING FOR A LONG PERIOD OF
TIME. AND THEY THEY KNOW LESS ABOUT
A LOGBOOK OR CAN'T EVEN READ AND THEY
EXPECT TOO TELL A COMPANY OR THE DOT
HOW ITS SUPPOSED TOO BE DONE.

There is nothing wrong with the
10 HR RULE OF DRIVING TIME ^{AT ALL}
_{NEXT PAGE}

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(2)

I GRANT you there are drivers out here
THAT DO cheat, but they are the ones
who are TOO LAZY TO SITDOWN AND DO
THEIR ^{LOG BOOKS} ~~HOURS~~ AT THE END OF THE DAY.
IT IS TRUE SOME COMPANIES AND THEIR
DISPATCHERS DO PUT AN UNREALISTIC DELIVERY
SCHEDULE ON SOME LOADS UNDER THE GUISE
OF TRYING TOO SATISFY THE RECEIVER OR
SHIPPER, A FAIR EXAMPLE OF ONE OF THESE
COMPANIES IS CANNON EXPRESS, INC.

AND ALSO COMPUTERS SHOULD BE LEFT
OUT TRUCKING EXCEPT FOR BOOKKEEPING AND
FINANCIAL ONLY. MOST DRIVERS ARE HONEST
AND THEY WILL TREAT THE COMPANY + NOT
FAIRLY IF THEY GET TREATED FAIRLY AND
WITH RESPECT IN RETURN.

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Another big problem is the DAC
~~Report~~ which Companies use supposedly
TO KEEP TRACK OF DRIVERS DRIVING REC-
ORD. MOST OF THE TIME THE COMPANY DOES
NOT REPRESENT HOW GOOD A JOB THEY DO FOR
THEM ON IT.

IN ESSENCE, I THINK THE PRESENT SYSTEM
OF LOGGING IS JUST FINE AND SHOULD BE
KEPT AS IS. COMPANIES SHOULD BE CHECKED
MORE OFTEN AND THEIR DISPATCHERS WITHOUT
PRIOR WARNING AT ALL.

Sincerely,

K. DON Mc MILLAN

PROFESSIONAL DRIVER.

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ADMINISTRATION

96 DEC 16 PL2 : 26

LEGS./REGS. DIV.

12-8-96

96-28

Gordon Bode
3900 18th St.
Dorr, MI 49323-9551

To whom it may concern:

I would like to comment on
hours-of-service regulations.

As an over-the-road driver
I would like to see the
proposed rule of 24 hrs off-
duty & a driver automatically
picks up his 70 or
60 total available hrs
again. One exception I
would like to see to
this rule would be that
the drivers have the right
or option of having 48 hrs
off duty. This should be
the driver's unquestioned
option. Often over hrs,
recap cripples us even
though we may have had
8 or 10 hrs of duty &
plenty of rest. We are
sometime held back by our

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hrs. recop unnessesarily.

I also believe that 12 hrs driving time in a 24 hr period should be legal. Our equipment today is so tremendously improved that this would be a realistic rule. Also our highway's or I should say, our Interstate highways along with our improved equipment, make this a realistic rule change.

I also favor the higher speed limits in most of the states. I am personally more alert at 65 or 70 mph than at 55. Accidents are caused more by mistakes than speed. States that don't raise their speed limits should

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be forced to do so. my
+ everyone's tax dollars
paid to have interstate
highways, designed for
70 mph traffic. Any state
that writes a ticket
for less than 70 mph.
on a interstate highway
is stealing from the
driver + the american
public.

Thank you
Gordon Boe

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96-8
12/12/96

DEAR SIRS;

I WANTED TO TAKE A MINUTE AND ADDRESS my
BIGGEST CONCERN IN REGARDS TO HOURS OF SERVICE
REGULATIONS.

THE SINGLE MOST HINDERANCE TO THE SAFE AND
EFFICIENT OPERATION OF my TRUCK IS THE 70 HOUR
8 DAY REGULATION.

THE SAFEST TIME FOR ME TO BE OPERATING my
TRUCK IS AFTER my 8 HOUR BREAK. I AM FRESH, ALERT
AND READY TO GO.

BUT BECAUSE OF THE NATURE OF THE INDUSTRY I
FIND MYSELF CONTINUALY UP AGAINST THE 70 HOURS
8 DAY REGULATION, HAVING TO STOP AND WAIT UNTIL
AFTER MIDNITE TO COMPLETE my SHIFT. INSTEAD OF
FINISHING my SHIFT AND RESTING WHEN I WOULD
NATURALLY NEED IT.

FOR AN EXAMPLE LETS ASSUME, ACCORDING TO THE REGULATION,
I AM OUT OF HOURS AT NOON AND MUST WAIT UNTIL
MIDNIGHT TO GAIN 12 MORE.

I TAKE MY NORMAL 8 HOUR BREAK BUT MUST SIT
AND WAIT AN ADDITIONAL 4 HOURS UNTIL SOMTHING
I DID LAST WEEK FAILS OF THE RECAP.

AT MIDNIGHT I START DRIVING FOR 10 HOURS AND TAKE
my 8 HOUR BREAK, 45 MINUTES FOR FUELING AND
INSPECTIONS, AND THEN DRIVE FOR 1 HOUR AND 15 MINUTES
THEN STOP AND WAIT 4 HOURS, AGAIN, FOR SOMTHING
I DID LAST WEEK TO FAIL OFF THE RECAP.

96 DEC 10
LEGISLATIVE
REGS. DIV.
12:20
ADMINISTRATION

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THIS SCENARIO IS REPEATED AGAIN AND AGAIN UNTIL
I GET TO MY DESTINATION. ONLY TO BEGIN AGAIN
IN A DAY OR TWO ON MY NEXT RUN.

IT WOULD SEEM TO ME, ~~IT~~ WOULD BE A
WHOLE LOT LESS STRESSFUL, AND A GREAT DEAL MORE
PRODUCTIVE, AND MOST IMPORTANTLY, "SAFER", BY
SIMPLY MAKING IT POSSIBLE TO START CALCULATING
THE 70 HOURS AVAILABLE IMMEDIATELY FOLLOWING THE
LAST 24 CONSECUTIVE HOURS OFF DUTY.

DOING THAT, ALONG WITH THE 10 HOURS DRIVING, 8 HOURS
OFF DUTY RULES, I BELIEVE, WOULD ACCOMPLISH WHAT
BOTH YOU AND I ARE WANTING. A SAFER MORE
EFFICIENT DRIVER.

I VERY MUCH WANT REGULATIONS. THEY MAKE THE OVER
THE ROAD DRIVERS SAFER THAN EVER. BUT I ALSO FEEL
CHOKING THEIR PRODUCTIVITY ONLY ADDS TO THE STRESS
IN MY DAY. AND ANY DRIVER UNDER TOO MUCH STRESS IS NOT
A SAFE DRIVER.

FINALLY I ASK THIS... WHERE DOES IT END. I HAVE
SATELLITE COMPUTERS TO FRET OVER, CONSTANT SURVAILANCE, AND
MESSAGES. I HAVE LOG BOOKS TO FILL OUT EVERY 3 HOURS OR
LESS, I HAVE LOADING DOCK RECEIPTS TO FILL OUT AND GET
SIGNED, I HAVE BILLS OF LADING TO LOOK AFTER AND MAKE
SURE ARE CORRECT. I HAVE GAUGES TO MAKE SURE ARE
REGISTERING
REGISTERING THE PROPER INFORMATION. I HAVE A
REFER UNIT TO WATCH WITH FAULT CODES TO KNOW

TO BE SURE THE LOAD TEMP. IS ALWAYS CORRECT. I
HAVE AN 80,000¹⁸ RIG TO WATCH, TO BE SURE ITS SAFE
AND WORKING PROPERLY. I HAVE EXPENSE REPORTS, AND
EXPENSE REQUESTS, AND LUMPERS TO HIRE, AND DELIVERY
RECEIPTS TO HANDLE, INTERNATIONAL DOCUMENTS TO FILL OUT.
SAFETY REPORTS TO FILL OUT DAILY ON AND ON... AND NOW
THERE IS TALK OF PUTTING METERS IN THE TRUCKS TO MONITOR
DRIVING TIME; WHERE DOES IT END?...

THERE ARE FAR TOO MANY VARIABLES TO ALLOW THAT TO
WORK. AGAIN, IF YOU OVER GOVERN, YOU ARE BEING COUNTER-
PRODUCTIVE IN THE EFFORT OF GETTING SAFER DRIVERS.

I UNDERSTAND YOU FOLKS MAY HAVE MORE QUESTIONS IN
REGARDS TO HOURS OF SERVICE. A

ALTHOUGH I AM VERY UNEducATED I DO KNOW A FEW THINGS
ABOUT TRUCKS AND DRIVING. I AM A 16 YEAR INDUSTRY VET,
AND MY FATHER DROVE FOR 25 YEARS. SO FEEL FREE TO
ASK ME.

SINCERLEY

BILL M. EKO LA
P.O. BOX 1084
CORTEZ, CO 81321

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